

## **Amendments to the Specification**

Please replace paragraph [0052] with the following amended paragraph:

**[0052]** The main frame has many parts. The base frame 60,61 rest on the frame rails 65,66 of the utility cart. As an alternative, these frame rails 65, 66 may be mounted so that their tops are angled slightly inwardly. The base frame members 60, 61 must be correspondingly angled in this instance, as shown in Figures 20 and 21. Angling the frame rails inward facilitates mounting the base frame 60, 61 because it will help align the frame rails with the base frame 60, 61 if they are slightly off alignment. The leading edges of the frame rails 65, 66 may be similarly angled in order to help base frame 60, 61 align both side-to-side and front-to-rear. When using a removable cart assembly (these drawings use a tracked cart for the carriage) the base frame 60, 61 and frame rails 65,66 could be combined for the purpose of a permanent carriage.

Please replace paragraph [0074] with the following amended paragraph:

**[0074]** The left rear top tandem arm 121 and rear lower tandem arm 119 are connected at pivot formed by pin 129B and round sleeve 115B. The left rear top tandem arm 121 also like the front top tandem arm 120 pivots on pin ~~[[132]]~~111 which extends through round sleeve 137. At the opposite end from round sleeve 115B in the left rear top tandem arm is round sleeve 116B which the left rear hub spindle axle extends through. All of the before mentioned pivots follow the arms to move in the same vertical plane (Figures 20&21) which runs parallel to cart frame 66. This allows for the inner sides of the pairs of wheels front 122A&B, rear 123A&B, idlers 124A&B, 124C&D, 124E&F, 124G&H to form guides for the guide blocks 139A-D (Figure 20&21) which are aligned down the center and all the way around the inside of the belts which is somewhat standard on belts.